

DAILY SENTINEL.

WILLIAM J. BROWN, EDITOR.

NOTICE.
ELECTION DAY, TUESDAY IN MAY.
FOR MAYOR,
GEORGE P. BUELL.
FOR COUNCIL,
DANIEL RADENAUER, JR.
FOR ASSEMBLY,
A. J. DUNFORT.
FOR STATE COMMISSIONER,
ANTHONY LORION.
FOR MARSHAL,
BENJAMIN PILBEAN.

TUESDAY MORNING..... MAY 2, 1855

(See FIRST AND FOURTH PAGES.)

For City and Telegraphic news see 3d page.

(From the Chicago Democratic Press.)

Terrible Accident.—Collision between the Michigan Central and Southern Michigan R. R., Monday evening, at the point of Chicago where were retiring to rest, a scene of appalling horror, of excruciating suffering was occurring at the crossing of the two Michigan roads, some eight or ten miles from the city. The emigrant train on the Central was coming in and the Express train on the Southern going out, when the two came in collision under full headway, the Express train passing through the other, literally tearing it into fragments, and strewing the killed and wounded together with the wreck of the cars in heaps of indiscriminate ruin. Three of the emigrant cars, and the locomotive, tender, baggage car, and one second-class passenger car of the Express train received the brunt of the shock, and their inmates were nearly all either killed or wounded. One of the first-class passenger cars of the Express train was also thrown from the track, but fortunately, none of those within it were very seriously injured.

The scene of confusion and horror which ensued baffles description, and can never be realized save by those who beheld it. Imagination may busy itself in picturing scenes of anguish—of strong men and lovely women and tender children, maimed and mangled, dead and dying; of shrieks which startled the midnight air, and of groans that were but a faint echo of the physical and mental anguish which the unfortunate sufferers endured. But imagination cannot equal the result as it presented itself there in the wild and desolate region where it occurred beneath the cold light of moon and stars.

The number of the dead had not been ascertained at the date of our last intelligence from the scenes of the disaster. Probably it will not fall short of fifteen or twenty, while the number wounded will reach sixty, some of whom cannot recover.

To give our readers some idea of the manner in which the collision occurred, it is necessary to state, that for some eight or ten miles from the city, the Southern Michigan road lies west of the track of the Central.—

At the distance named, they cross each other at an acute angle—the track of the Michigan Central lying east, or rather south of the Southern for some miles when they again cross. It was at the first crossing the accident occurred.

As to the collision itself, we are not yet sufficiently informed to speak confidently. We would not visit with undeserved blame the unhappy men who were in charge of the trains. Nor would we spare them if they are blame-worthy. Let this matter be investigated with the utmost rigidity, and the blame, if any, attach where it rightfully belongs.

Immediately after the collision occurred the locomotive of the emigrant train was detached and brought news of it to the city. In as brief space as possible Drs. PALMER and CLARK were sent for and conveyed to the scene of disaster. These gentlemen administered to the suffering with their accustomed energy and skill. Towards morning the survivors were brought back to the city. Of the horrors of the night which they had passed none but themselves knew; but to them it will be an ever present reality.

The place at which the collision occurred is flat and swampy, and was covered with water to the depth of several inches. Some of the passengers were undoubtedly drowned. The locomotive and cars that went over were partly submerged in the water and mud, and some of the dead will hardly be recovered until these shall have been removed.

Immediately after the collision, Mr. Whiting, conductor on the Express train, hastened on foot to the junction of the Rock Island road, where he fired up a locomotive, came into the city for a train, and, with Darling, returned for the wounded. The train reached the scene of the disaster a little after two o'clock, and before day light the sufferers were brought to the city. We are particular to note this fact, because blame has been cast upon the Agents of the Southern Michigan road for not sending out a train at an earlier hour. The fact is, they had no knowledge of the accident until the arrival of Mr. Whiting and, upon the arrival of the cars with the dead and wounded, Captain Gray, of the Southern Michigan road, was indefatigable in his efforts to obtain comfortable quarters and medical attention for them, and in a short time they were distributed around in the neighboring houses, and Drs. Brainerd, Herkier, Palmer, McVicker, Hitchcock, Haven, and other physicians who were on the ground, but whose names we have not been able to obtain, engaged in ministering to their necessities. The scene at the depot was almost as heartrending as at the crossing—but we shall not attempt to describe it. Let the curtain be drawn, for the present, over the pain and sorrow of this appalling calamity.

The following embraces a list of the dead: Thomas Lawler, Irish boy.

Goodell Waggoner, German.

Homan Siddle, German woman.

Homan Siddle, her son.

John Hunter Earl, American boy.

An Irishman, unknown, supposed to have a wife in this city.

Gorman Child, name unknown.

Susan Scott, of Little Falls, N. Y.

Stephen D. Gray, of Winooski, Vt., aged 37 years.

Edward Misner, about 16 to 18 years of age.

Man, unknown, \$74 45 in his pockets.

Boy, name unknown.

Woman, unknown: \$22 81 found in her pocket.

German man, unknown.

W. W. Haines, a German child about two years old.

Stephen D. Gray, of Winooski, Vt., had in his pockets \$20 21. We did not ascertain on which of the trains he was.

The testimony elicited before the coroner's inquest is the long for publication entire in our columns. From the substance we gather that the Express train going east to Toledo was running at the rate of 28 to 30 miles an hour. Under the regulations of the two roads, it was the duty of the engineers on this train to give the way to all trains on the Central Road going towards Chicago, but in extenuation the engineer avowed that he did not see the westward train until it was too late to prevent a collision. He avows that he whistled down the breaks and reversed his engine, but the wheels did not turn and the collision ensued. We copy entire the testimony of the Engineer on the Michigan Central Road.

Thos. Buckham, Engineer of the Michigan

Central Railroad, called. Is an engineer of the Mich. Cent. R. R., and was on board of the train as engineer that was run into last night. Left Michigan City fifteen minutes after five o'clock P. M.—usual time of leaving 10 o'clock and five minutes in the morning. Duty of an engineer to look out when behind time, and keep out of the way of regular trains. Arrived at the junction of the Michigan Central and Illinois Central at about five minutes after eight. Left there at half past nine—did not stop till come to the crossing of the Mich. Southern road—collision took place about ten minutes before ten o'clock. Was on the engine all the time from leaving the junction of the Central road till the collision—had a hand lamp on the foot board about a mile before reaching the crossing—had a hand lamp but it will not burn—would not burn two trips—reported it to Mr. Just at Michigan City. Mr. Just made no remark and did not do anything about it. Sent a hand lamp out on the engine by the fireman. Had only two lamps, one on the box, and the other out ahead. Saw the cars of the Mich. Southern half a mile from the crossing. Was running about twelve miles per hour. Then shut my engine down, and whistled down the breaks. Did not reverse the engine. The train moved simply by its headway. Whistled up his brakes and was going at the rate of about four miles an hour when the collision took place. Never had a time card of the Mich. Southern road. Might have stopped before reaching the crossing. Saw the white light, and supposed the train on the Southern road was coming; but thought we had a right to the road. There is no spirit of rivalry, so far as witness has seen, between these roads.

From Indianapolis to Vincennes 100 miles. From Vincennes to Paducah, . . . 121 miles.

(For the Daily State Sentinel.)

INDIANAPOLIS—VINCENNES—PADUCAH.—A correspondent in your paper of Thursday, in relation to our Southwestern out-lot, says: "Come now with me to the map of the United States. Cast your eye along it from this city to Vincennes and Paducah. Now cast it along from this city to Evansville and Paducah. You see it is equally as near to Paducah by the way of Evansville; as by the way of Vincennes. This route, then, at all events, must be just as good as the Vincennes route to Paducah. It has these two advantages over it. First: It enables you at Evansville to take a choice of going from that point by river or railroad, as shall at the time be best. Secondly: It saves the entire expense of crossing the Wabash river at Vincennes, an item of no small consequence.

WESTWARD HO!

The following, I think, are the facts of the case, as to distance, "on the map," viz:

From Indianapolis to Vincennes 100 miles.

From Vincennes to Paducah, . . . 121 miles.

Distance from Indianapolis by Vincennes to Paducah, by the "Southwestern railway," . . . 221 1/2 miles.

Now for this Evansville straight line, as they call it:

From Indianapolis to Evansville, (air line), . . . 143 miles.

From Evansville to Paducah, (the river line), . . . 155 miles.

Distance from Indianapolis to Paducah, . . . 298 miles.

This shows the Vincennes, or our "Southwestern railway" route to have the advantage in distance by 78 1/2 miles, and of course saves a vast cost and much time.

MARSHALL & GIBBS, Agents.

At the Auditor's Office, Indianapolis, Ind.

JAMES C. GAGE, General Agent of the State, to whom all communications may be addressed.

HOLLAND—4 CASES BROWN; 2 DO. BLONDE.

Jess received and for sale by JAMES LOW & CO., April 29.

PARASOLS—1500 SILK PARASOLS, assured; received for Export, and for sale by JAMES LOW & CO., April 29.

PRINTS—4 CASES SMALL-FIGURED GREEN, for sale by JAMES LOW & CO., April 29.

LANCASER QUILTS—10 CASES 12-4

Lancaster Quilts on hand, and for sale by JAMES LOW & CO., April 29.

CASIMIERS & SATINETTES—2

cases new style Fancy Casimieres. Received this day, and for sale by JAMES LOW & CO., April 29.

GREAT ATTRACTION AT THE EAGLE CLOTHING STORE:

PUBLIC Interest!—G. SIMON & CO. on Washington Street, are respectfully

inform the public that they have now opened their large and beautiful assortment of Ready-Made Clothing, which cannot be surpassed in the West, nor in the East. When you purchase from us, you will receive a discount which gives them an opportunity to furnish goods at low prices, to suit customers in buying, wholesale or retail, they do not drive great profits; all that is paid is the people's custom; and they will sell Goods at a price which makes no complaints to order, warranted to fit, and at the shortest notice.

N. B.—They will be sold for 10c a dozen.

NEW BOOKS BY EXPRESS!—SUM-

MERGER Circular in the Meditators, by N. P. Wil-

iams. The Mother and her Offering, by Stephen Tracy.

Life of Lydia Grey, by David W. Bartlett.

Harry Muir, a story of Scotland. Uncle Vassar, a Crusade in the East, by J. Ross Green.

Young Folks' Stories, by James C. Gray.

The Hour of Redcliffe, by author of "Two Grandmothers."

The Old Man's Bride, by T. S. Arthur.

The Lion's Skin and the Hunter's Horn, by Mrs. H. M. Thackeray.

Young Folks' Stories, by James C. Gray.

The House of Mystery, by John W. Thompson.

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A CALIFORNIA WIDOW.—Capt. Salter says his first duty is to shoot a merciful character required in a manner so disconcerting that he don't believe he'll ever be induced to try it over again. The Captain being out of service for some months, conceived a passion for a rather mysterious young lady, boarding at the same hotel. Says the captain, "I conveyed her round to shops, shows, balls, theaters, churches, and every other place of amusement and information, and at last, when I thought things had gone about far enough, I squared my yards, and says I, just as cool as a powder-monkey, 'Ma'am, I've been thinkin' I'd like to get spiced.'"

"Spiced?" says she, as artless as a turtle dove.

"Spiced," said I, and if you're a notion, why I'm ready to share my luck and dudge with you, Ma'am!"

"She looked a sort of taken aback at first, but she goes about, and says she:

"Captain, I've been thinkin' if my husband don't write soon, and send me some money and a gold watch from California, I'd just as leave marry some-body else as not, and if you'll wait a few days I'll give you the preference!"

"Her husband had been gone to the Pacific just four months, and here was—a California widow! I stood off after that," said the Captain.

THE NOSE.—The nose, as every one knows who knows the joys of snuffing, may be the source of the most delectable enjoyment. It will not submit to be pulled, but is ever ready for a pinch, and like the war-horse, it snatches the battle afar off. The author of the following lines was indubitably "up to snuff."

Knows he that never took a pinch, You're the pleasure which now flows?

Who's got the titillating top?

Oh Nose! I am as proud of thee As any mountain of snows;

I gaze on thee, and feel the soft A human knowledge.

A HUMOROUS REPORT.—Robert Hall did not lose his power of retort even in madness. A hypocritical condoler with his misfortunes once visited him in the mad house, and said, in whining tones, "What brought you here Mr. Hall?" Hall significantly touched his brow with his finger, and replied, "What'll never bring you, sir,—too much brain."

An exchange paper has this advertisement—"Two sisters want washing." We hope they may get it.

LEGAL.

SHERIFF'S SALE.—BY VIRTUE OF A Writ of Execution, to be directed from the Clerk's office of the Marion Circuit Court, I will expose to public sale, on the fourteenth day of May, A. D. 1853, at the hour of ten in the forenoon, with the hours previous to the sale, the rents and profits for a term not exceeding seven years, of the following real estate, to wit: The north-west quarter of section No. 32, town of Marion, of two east and two west ranges, containing 62 acres and 41 rods, and of lots number six (6), eleven (11) and twelve (12), in square number seventy-four, in Indianapolis, being immediately north of sixty-five feet running across the south front of said lots. And all future rents to come in the interval of time, interest and otherwise, to be at the same time and place, except the sum of one cent of each year.

Treasor. vs. the property of Phillips L. Landis, at the suit of Peter and James Wright. ISAAC W. HUNTER, Sheriff of Marion County.

ADMINISTRATOR'S SALE ON REAL ESTATE.—The undersigned, Administrator of the estate of Robert Patterson, deceased, will on the fourth, tenth day of May, A. D. 1853, between the hours of eight o'clock A. M. and one o'clock P. M., of said day, sell at public auction, in Marion, Indiana, to the highest bidder, the contents of his house, and by virtue of a decree of the Court of Common Pleas of said County, sell at public auction to the highest bidder, the following described real estate, to wit:

Lot Number 10, in the North half of Square No. 10, in the city of Indianapolis, as subdivided by the said Robert Patterson in his lifetime, bounded as follows:—On the west by the rear of the lot No. 9, on the north by the rear of the lot No. 11, on the east by the rear of said lot No. 11, square Avenue to the south west corner of said half square 137 feet 9 inches; therefrom north to Alameda street 202 feet 6 inches; thence west to the rear of lot No. 10, south 95 feet; thence nearly south 59 feet; and thence to Massachusetts Avenue to the place of beginning of record.

Lot property to be sold subject to the power of A. W. Patterson, widow of said deceased.

Sale property will be sold on a credit of three, six, nine, and twelve months, equal payments,—the purchase to commence on the 1st day of June, and to be paid without any relief whatever from valuation of assessment laws, and drawing interest from date.

DAVID MACY, Administrator.

April 14th, 1853.

MARYLAND LOTTERIES FOR MAY.—\$1,500.—NAIRN & CO., Agents, Baltimore, Maryland—and PAYMENT OF PRIZES GUARANTEED AT THE STATE ATTENTION is respectfully called to the following Lotteries to be drawn in Baltimore, for the benefit of institutions for Peopple of Color, etc.: The State of Maryland. The lottery is conducted by a Commissioner elected by the People, and takes an oath of office. Every drawing is conducted publicly under his superintendence.

Persons buying tickets of the Peopple of Color, should direct their orders to the Agents in Baltimore.

A BRILLIANT \$1 LOTTERY.

(For the Benefit of the Fafafou Female Institute.)

Draws May 10th, 1853.

Prizes in dollars, numbers in every 25 Tickets.

1 prize of..... \$5,000 1 prize of..... \$600

1 prize of..... 2,000 1 prize of..... 500

1 prize of..... 500 1 prize of..... 200

1 prize of..... 700 1 prize of..... 100

1 prize of..... 600 1 prize of..... 80

1 prize of..... 400 1 prize of..... 60

1 prize of..... 300 1 prize of..... 40

1 prize of..... 200 1 prize of..... 30

1 prize of..... 100 1 prize of..... 20

1 prize of..... 50 1 prize of..... 10

1 prize of..... 25 1 prize of..... 5

1 prize of..... 10 1 prize of..... 2

1 prize of..... 5 1 prize of..... 1

100 whole tickets for.... \$100 250 half tickets for.... 50

A BEAUTIFUL \$1 LOTTERY.

(For the Benefit of the Town of Mt. Airy.)

Draws May 10th, 1853.

Prizes in dollars, numbers in every 25 Tickets.

1 prize of..... \$100 1 prize of..... \$600

1 prize of..... 200 1 prize of..... 100

1 prize of..... 100 1 prize of..... 50

1 prize of..... 80 1 prize of..... 40

1 prize of..... 60 1 prize of..... 30

1 prize of..... 40 1 prize of..... 20

1 prize of..... 30 1 prize of..... 15

1 prize of..... 20 1 prize of..... 10

1 prize of..... 10 1 prize of..... 5

100 whole tickets for.... \$100 250 half tickets for.... 50

An EXCELLENT \$1 LOTTERY.

(For the Benefit of the Fafafou Female Institute.)

Draws May 10th, 1853.

Prizes in dollars, numbers in every 25 Tickets.

1 prize of..... \$100 1 prize of..... \$600

1 prize of..... 200 1 prize of..... 100

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1 prize of..... 80 1 prize of..... 40

1 prize of..... 60 1 prize of..... 30

1 prize of..... 40 1 prize of..... 20

1 prize of..... 30 1 prize of..... 15

1 prize of..... 20 1 prize of..... 10

1 prize of..... 10 1 prize of..... 5

100 whole tickets for.... \$100 250 half tickets for.... 50

A MAGNIFICENT \$1 LOTTERY.

(For the Benefit of the Fafafou Female Institute.)

Draws May 10th, 1853.

Prizes in dollars, numbers in every 25 Tickets.

1 prize of..... \$100 1 prize of..... \$600

1 prize of..... 200 1 prize of..... 100

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1 prize of..... 80 1 prize of..... 40

1 prize of..... 60 1 prize of..... 30

1 prize of..... 40 1 prize of..... 20

1 prize of..... 30 1 prize of..... 15

1 prize of..... 20 1 prize of..... 10

1 prize of..... 10 1 prize of..... 5

100 whole tickets for.... \$100 250 half tickets for.... 50

A SPLENDID \$1 LOTTERY.

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Prizes in dollars, numbers in every 25 Tickets.

1 prize of..... \$100 1 prize of..... \$600

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